Presentation
To The

Rotary Club

By
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June 29, 2006

US Army Corps of Engineers®

Rock Island District

- Primarily a civil works district
- 78,000 square miles
- Portions of 5 states
- Operate 582 miles of 9-foot navigation channel
- 20 locks & dams
- 2nd longest navigation channel of any Corps district
- 2nd largest number of locks of any Corps district
- 5 reservoirs

Compare...

Iowa Department of Transportation

Source: Iowa Department of Transportation - 800 Lincoln Way - Ames, IA 50010 - 515-239-1312

Cargo Capacity

ONE BARGE	ONE 15 BARGE TOW	JUMBO HOPPER CAR	100 CAR TRAIN UNIT	LARGE SEMI
1,500 TON	22,500 TON	100 TON	10,000 TON	26 TON
52,500 BUSHELS	787,500 BUSHELS	3,500 BUSHELS	350,000 BUSHELS	910 BUSHELS
453,600 GALLONS	6,804,000 GALLONS	30,240 GALLONS	3,024,000 GALLONS	7,865 GALLONS

Equivalent Units

ONE BARGE

15 JUMBO HOPPER CARS

58 LARGE SEMIS

ONE 15 BARGE TOW

2.25 100 CAR UNIT TRAINS

870 LARGE SEMIS

Equivalent Lengths

ONE 15 BARGE TOW

.25 MILES

2.25 100 CAR TRAIN UNITS

2.75 MILES

870 LARGE SEMIS

11.5 MILES
(BUMPER TO BUMPER)

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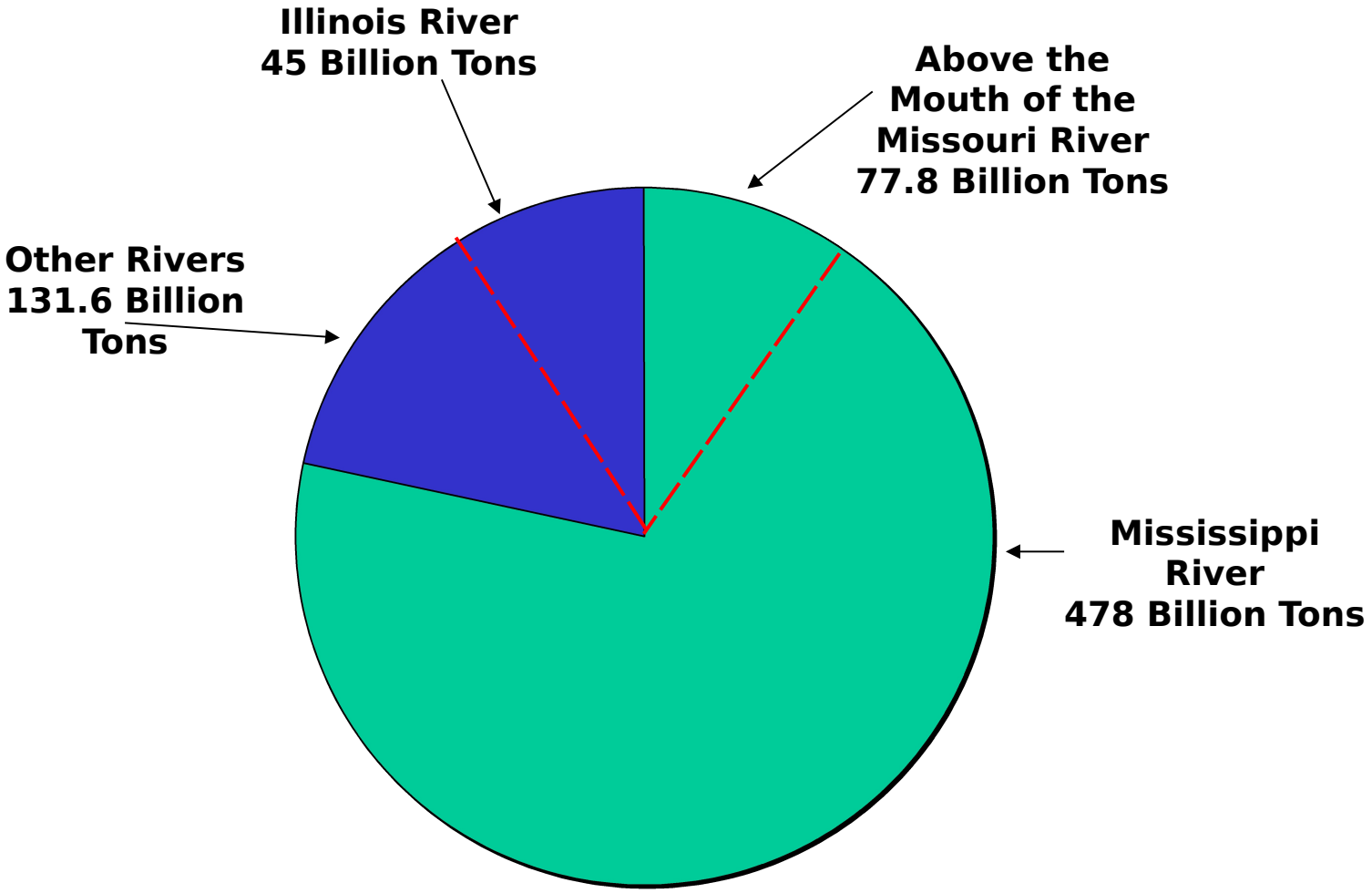
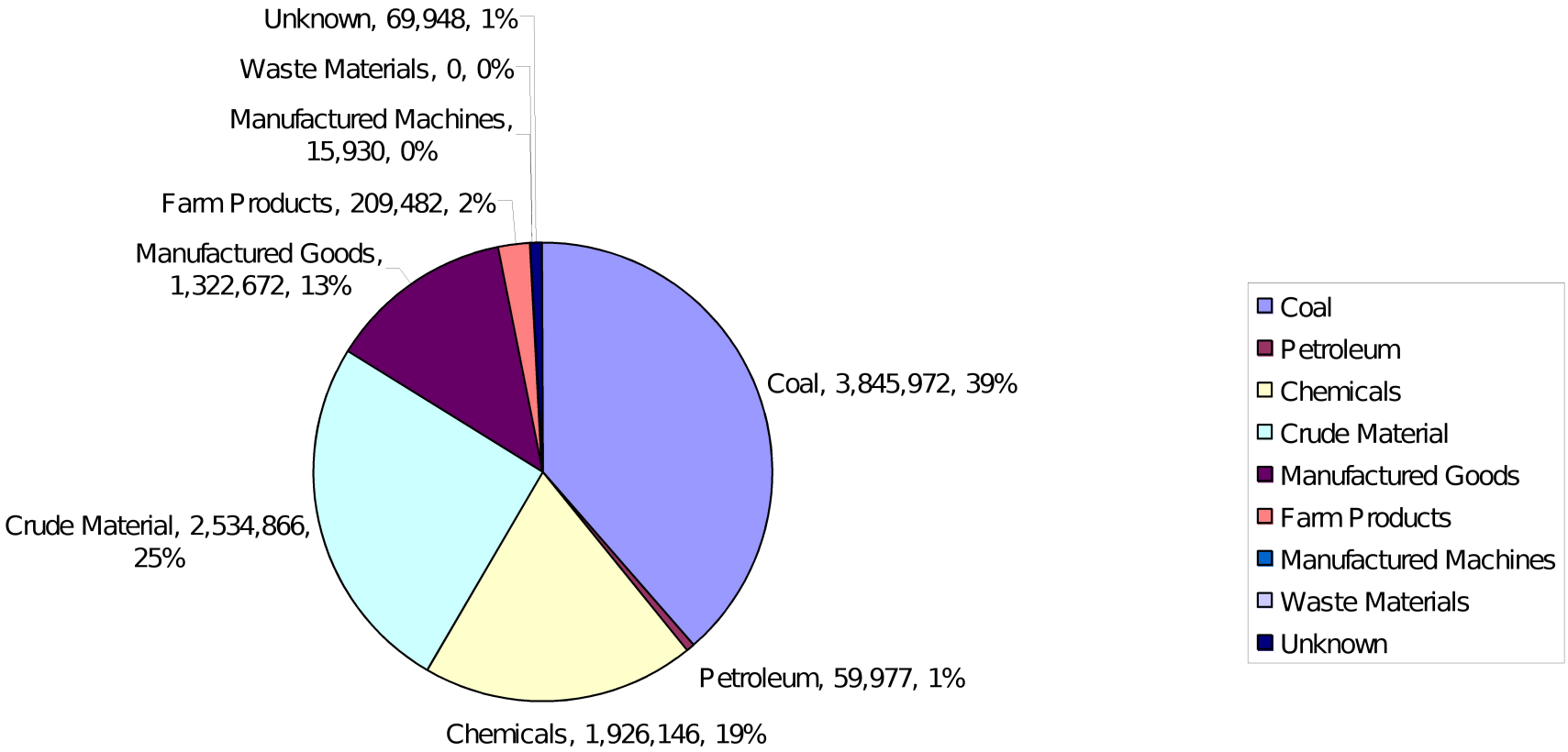


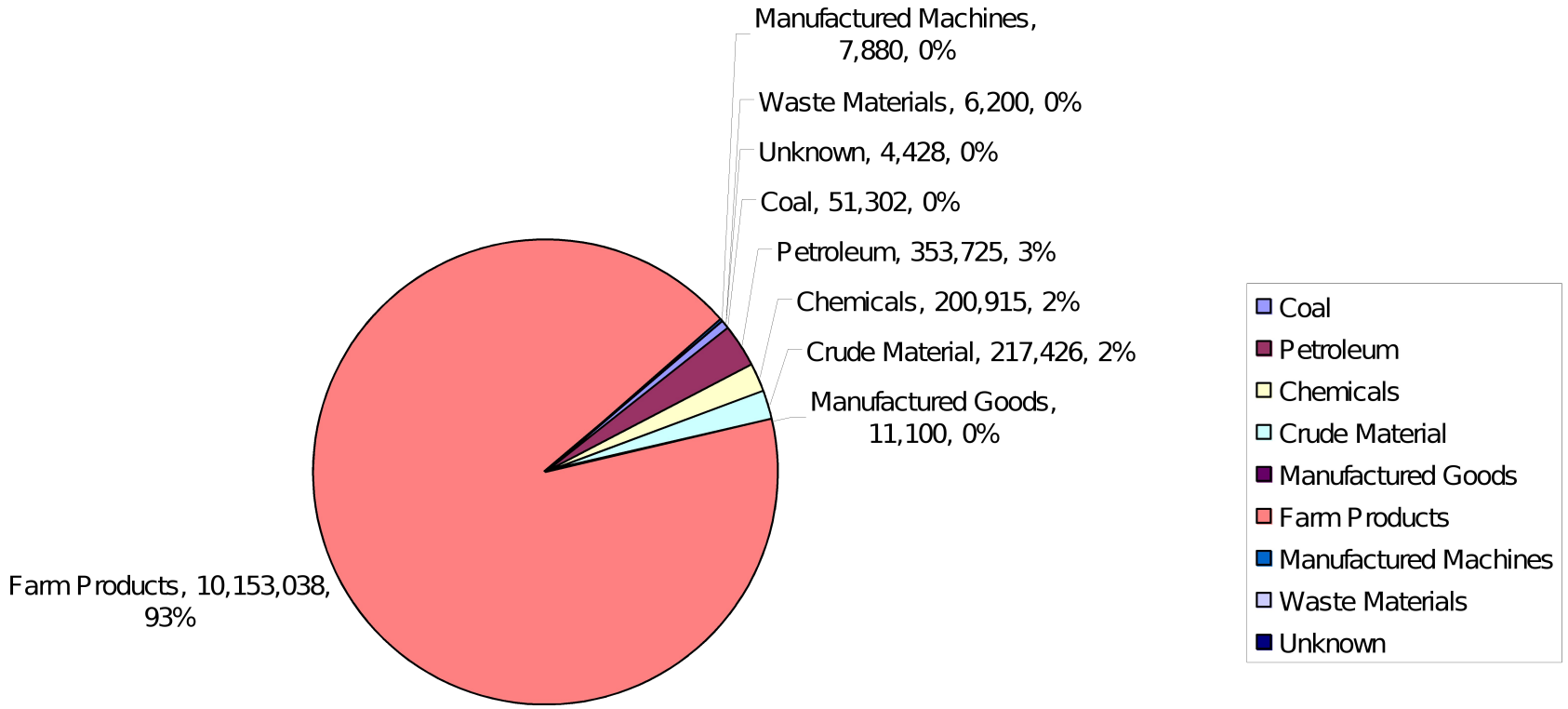
609.6 Billion Tons

Inland Navigation System

Lock 15 2005 Upbound Total Tonnages by Commodity
Total Tons: 9,984,993



Lock 15 2005 Downbound Total Tonnages by Commodity
Total Tons: 11,006,014



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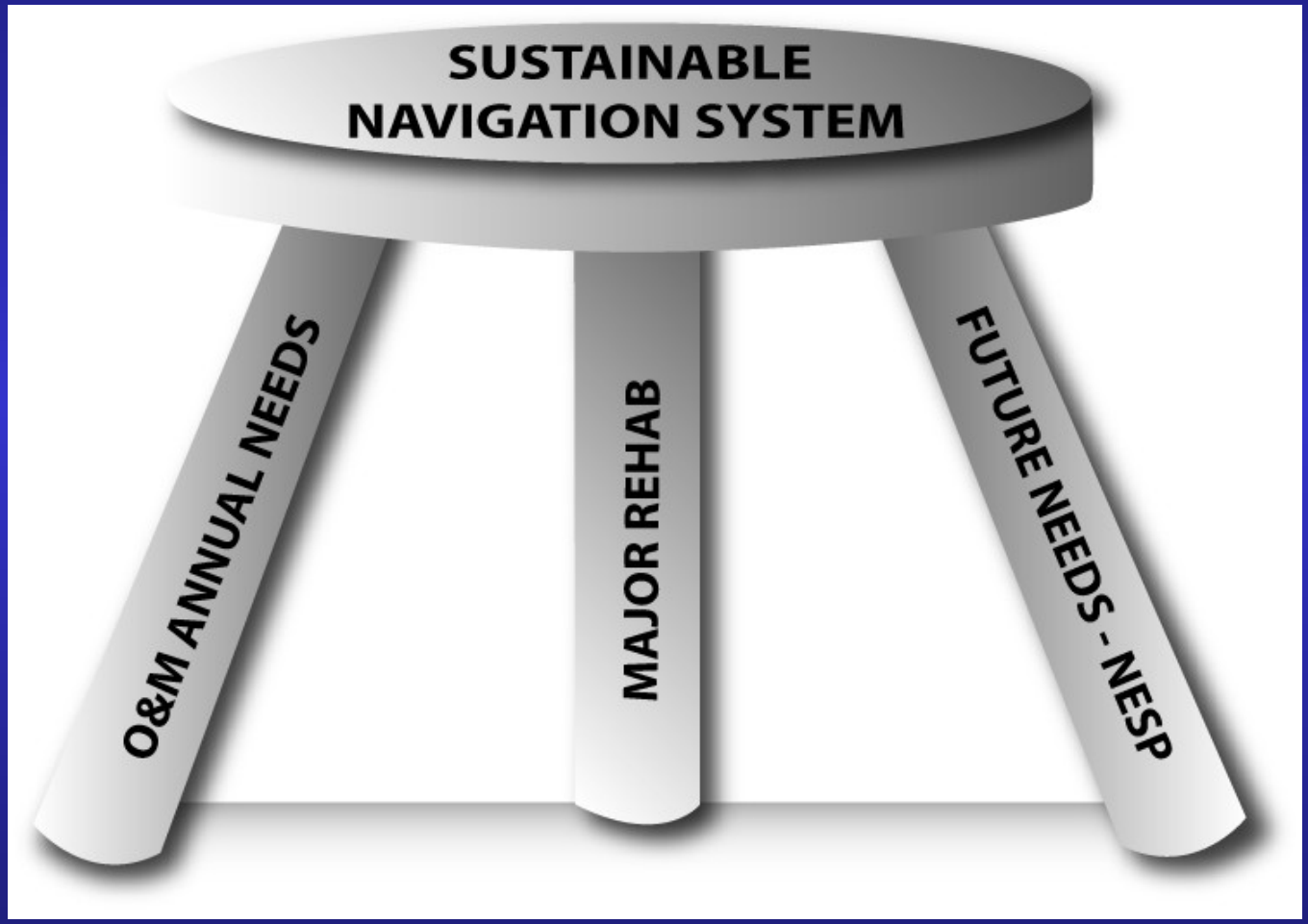

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Operations & Maintenance

Inspect, Repair & Maintain Locks

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- **Locks Constructed in the 1930s**
- **Projected Life Span of 50 years**

Locks & Dam 15
(Original Construction)

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Major Rehabilitation

- Lock 19 New Gates

- Lock & Dam 11 Reha

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FY2007 Mississippi River Project President's Budget -- $37,208,000

- Funding for basic level of service: $47,244,000
- Needed to continue current operations: $10,036,000
- Potential reductions in services scheduled for FY2007:
  - All backlog maintenance & routine maintenance will cease
  - Dredging
  - Some ongoing contracts cancelled
  - Lock operating hours
  - Natural resource management
  - Recreation
  - Stream gaging
  - Personnel impacts

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Upper Mississippi—Illinois Waterway System Navigation Study

- Feasibility Study Started in 1993
- Original Study Focused on Reducing Congestion on the System
- Study Restructured in 2001
- Collaboration

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Program Elements

- Long term, dual purpose framework
- Authorization in increments
- Small-scale navigation improvements
- Large-scale navigation improvements (new locks)
- Developing & testing appointment scheduling
- Specifically identified ecosystem restoration projects
- Programmatic approach to ecosystem restoration using specifically identified measures
- Provisions for continued evaluation and adaptation

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Navigation & Ecosystem Sustainability Program Status

- Final feasibility report - September 2004
- Chief of Engineer's report – December 2004
- Administration's position – January 2006
- Congressional action
  - House WRDA bill – passed
  - Senate WRDA bill – awaiting vote
- Pre-construction, engineering & design ($11.5 million FY 2005 & $10 million FY 2006)

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First Increment Ecosystem Restoration

$1.58 Billion

- Fish passage @ Dams 4, 8, 22 & 26
- Changes in water control @ Dams 25 & 16
- Adaptive implementation of 225 small projects
  - Island building
  - Water level management
  - Backwater/side channel restoration
  - Wing dam/dike alterations
  - Island shoreline protection
- 35,000 acres of floodplain restoration
- Continued study & monitoring

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First Increment Navigation Projects

$2.03 Billion

- Mooring facilities @ Locks 12, 14, 18, 20, 22, 24 & LaGrange ($11M)
- Switchboats @ Locks 20 through 25 ($211M)
- 1200’ chambers at Locks 20 - 25, LaGrange & Peoria ($1.6B)
- Mitigation for incremental traffic effects ($180M)
- Continued study & evaluation ($22M)

US Army Corps of Engineers®

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Rock Island District Website: www.mvr.usace.army.mil